THE WIND.

Astronomers have often pointed out how at all, on worlds like one w on, which do not possess any atmosphere. It is not only that there would be no trage and no breath, and, there would be no long- and no breath, and, therefore, totally did-rent arrangements for noursenup the body, but it is difficult to conceive oven a diffused fulls in a world where there is no atmospheric pre-sure to prevent such diffused fluids from passing immediately into vapor. Put a vessel of water under the receiver of an air-pump, and as the air is exhausted the water rises at once in a cloud of vapor. There could certainly be no clouds in a vapor. There could certainly be no clouds in a world without an atmosphere, no refracted and few reflected lights; no flying shadows, few natural effects such as out carthic poets most love, no giories of sunset and of dawn; assuredly no Ctaude, if there were artists of any sort; no tivers, no ocean, no wind, no vegetable life of the kind that needs air and moisture, clearly no "leafy springs." Again, there could be no language like ours, and still less music we do not mean merely wind instruments-for all articulate speech depends upon the air, both as a partial cause, and as the conducting medium, of sound; and all hearing depends upon the vibrations of the waves of sound, which the air transmits, on the membrane of the car. It would be possible, indeed, to conceive of a party in such a world communicating with each other by lying on the ground with the ear in c'ose contiguity to the earth, and communica ing by vibrations struck on, and transmit ed through, the solid substance of the earth itself; but that is a process which bears extremel; little analogy to that of human languare or music. In a word, conceive any world of life without an atmosphere, and you conceive one whose whole literature would be scarcely intelligible to us, a literature into which balt the conceptions of our poets would be untranslatable, which would know nothing of wings and fight, nothing of birds, or trees, or flowers, nothing of winds or waves—except, perhaps, the solid waves of earthquake—nothing of ahips, nothing of flute, or harp, or song, or minstrelsy-nothing of clouds, and rate. and tempest-nothing of "the breath of life," and finally, nothing of "aspiration," or "inspiration," or the Holy "Spirit"—at least, the same realities, if they were apprehended, would necessarily find some other metaphorical origin. It is curious enough to think that the invisible envelope of our plauet should enter so deeply into the very essence of our intellectual, moral and spiritual life, that it is very much easier for us to conceive of future intercourse with the creatures of the most distant world containing an atmosphere, than with the creatures of the

nesrest by far in the whole universe because it

The wind, naturally enough, as the most active and marked of atmospheric agencies, and the most obvious to the old, unscientific world, which knew nothing of the constitution of the atmosphere, or of its weight, or of its limitations to a given height above the surface of the earth, has impressed itself more deeply upon the imagination than any other power due to the atmosphere. As an unseen and yet most appalling power, it has obtained itself a directly religious significance. The American-Indian mythologies all attribute to the winds the ultimate creative force; even our Lord takes the wind which "bloweth whereit listeth, and thou hearest the sound thereof, but canst yet fall whence it comet her withten the sound thereof. and thou hearest the sound thereof, but canst not tell whence it cometh or whither it goeth," as the natural symbol of the power of "the Spirit;" and the descent of the Spirit, on the first day of corporate Chastian life, is said to have been accompanied by "a sound from heaven as of a rushing and mighty wind," whence, naturally enough, the whole range of the older of the control of the contro gical controversies on "inspiration." on the whole, the wind cannot be said to have had on the whole, the wind cannot be said to have had a solely spiritualizing effect on either the literatures or national characters of the people most exposed to it. The Hebrews were no sailors, and had an evident horror of great winds. It was God who made the "storm a caim," and brought the affrighted Hebrew passengers on Phenician ships to "the haven where they would be:" and though the "stormy wind" fulfilled God's word as a messenger, it was never flied God's word as a messenger, it was never tonght of as being His word. Elijah was taught that "God was not in the tempest," and was in the "still small voice." Isaiah spoke of his promised deliverer as a "hiding-place from the wind." Christ's greatest sign of power over nature is that "even the winds and the seas obey Him." There has always been a disposition to attribute caprice and fickleness to the wind from our complete ignorance of its laws, a caprice and fickleness which God overrules. but which do not so much reveal Him as add to the terrors which require a revelation of him. The great sea-born enations have usually regarded the wind in a very mixed light, as an object both of friendship and hostility, and considered their work quite as much in the light of a struggle with the winds as in that of a grateful use of them. Neither has the character of the Northmen and their descendants been so much worthmen and their descendants been so much moulded by the mystery and invisibility of the wind, as it has by the resistance, and courage, and enterprise it has provoked. Something of deference for its invisible mystic spirit-like power, no doubt, there is in all the great sailor nations; but there is more of hardiness and readiness for risk and pain and danger. It has done more to train the spirit which boldly engounters it as a practical adversary, then the pirit which bends awestruck before its shape-ess and in visible might. We suspect that the mystic influence of the wind has been exerted far more through the sounds it causes than the forces it exerts; in other words, much more through the intellectual impressions it produces in those who have leisure to attend to it, than hrough those who are engaged in using or ghting it, or both using and fighting it at once. fordsworth has well described the effect of constant encounters with the wind in "Peter

"There was a hardness in his cheek, There was a hardness in his eye, As though the man had fixed his face In many a solitary piace, Against the wind and open sky."

"Hardness" is, in general, the effect which binstering winds produce on those who habitually encounter them, but it is not "hardness" h represents the influence of the wind on the imaginative literature of nations. In me sense, it may be truly said that the ind has a greater imaginative influence on se who dwell on land and in towns than on Blose who are practically concerned with it the wind, like the voice of the sea, is heard uch more impressively by those who live on ad than by sailors. It is those who live by melancholy ocean," as Mr. Disraeli says, those who live on it, who enter most into the sad music which it makes. It is

The towering headlands crowned with mist Their feet among the billows,'

which know "the ocean for a mighty harmo for it is necessarily where winds and os meet with most resistance that they speak tost plainly. The sobbing of the wind in the its shrick round the o'd gables of country uses, its minute guns against the windows warm rooms—these enter far more deeply the imagination of nations than the temsts which threaten shipwreck at sea. The ter is a practical danger, like the collision of rallway trains, or the striking down of a tree or house by lightning, terrible to encounter or to recoilect, but not of the sort to affect the imagination of the mass of men in the ordinary intervals of life. Action of any kind is a sort of antidote to imaginative influences. But the ound of the wind has, we venture to say, affected the contemplative side of man almost is much as its physical force has affected his practical life by driving away stagnant vapors and bearing ships over the rea. That an envelope of nitrogen, oxygen, and a little carbonic cid gas should have this strange power over men, that when introduced into a particular cavity of the body, where it does nothing towards our physical well-being, it insinuates a thousand dreamy thoughts of the past and future, of possibilities that are possibilities no more, of yearning to rise above the dreary level of monotonous habit, of remorse, of hope, of infinite desire, is as strange as anything we can put our finger on in human life. Surely as long as there are wind and pine trees, or even wind

without pine trees—nothing but jobimneys—for it to enter, there will be no need of a protest apa net materialism. What external observer of our planet could think that its gaseous envelope was the spring not only of almost half its commerce, but of almost half its art and poetry as well? Yet you cannot only trace the influence of the atmosphere on art, but of the very sound of the sea and wind on the poet's rhythms. If the recurring hexameter is a partial imitation of a slowly washing wave, the ode would seem to be an attempt to recover the half-regular tregularity of the wiod's cadences. This is, we suspect, why the ode is so often resorted to by poets in any attempt to touch the chord of infinite desires, as by Wordsworth in the ode on the "Intimations of Immortality" and "The Power of Sound" (to which last it is evidently specially appropriate), or Gray when he is trying to body forth that half-sob of memory with which toen are apt to look back on the defined and vivid joys and sorrows of childhood, in his ode to Eton Coilege; or Lowell when he i attempting to connect the vague ideals of young and buoyent people with the fiery trials of civil war, in his fine Commemoration Ode. We have heard the mosning of the wind in the chimneys of old, and not unfrequently new houses spoken of as sounding like the voice of "a thousand years ago;" and something, no doubt, there really is in the sound peculiarly calculated to express the sense of loss, and o obligation, and of desolation, without any particle of immediate power, though the cause of that sound is one of the most potent of forces, in full action at the very moment. Nothing is more currous than the effect produced upon the min 1 by the wash of the waves and the blowing of the wind in hollow places. It cannot be association which gives both sounds their air of mytsic dreaminess, of vain lamentation, or melancholy desire. Both sea and wind are potent enough and practical enough to make the men who specially devote themselves to using and breasting their power bard, keen, daring, rugged. Yet the sound of the sea on the shore and the wind rosring through the house suggests anything but daring and enterorise. If it suggests danger and shipwreck .- that is by association, and becauselwe know that ship wrecks come of waves and winds directly it does not suggest dauger or struggle. but rather "Old unbappy far off things,

-and this can only be because there are certain sounds adapted of themselves to recall certain moods of thought, and which have not gained their power to do so by association. This is true of all music. But the special expressive power of a high mouning wind seems to be to blend an immense variety of subdued notesnotes melancholy in themselves-into a volume of cound so great as to seem like the voice of great past-away world complaining of its fate or its oblivion. If it is strange enough—as it is that solid food growing out of the earth should supply human organizations with nervous power to perceive and feel, it is at least as strange that a few gases ranged round the earth the more immediate object of which seems to be to oxidize our food in the lungs, and to provide currents which ventilate our planet's surface, should in addition have the extraordinary power of supplying us with a medium for speech, a natural music, and an inarticulate language of emotion,—London Speciator,

## INTERNAL REVENUE.

THE PRINCIPAL DEPOT

FOR THE SALE OF

REVENUE STAMPS.

No. 304 CHESNUT STREET.

CENTRAL OFFICES, No. 105 S. FIFTH ST. (Two doors below Chesnut street),

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ESTABLISHED 1862.

The sale of Revenue Stamps is still continued

at the Old-Established Agency. The stock comprises every denomination printed by the Government, and having at all times a large supply we are enabled to fill and forward (by Mail or Express), all orders, imme-

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UNITED STATES POSTAGE STAMPS of all kinds, and STAMPED ENVELOPES constantly on hand.

## PROPOSALS.

PROPOSALS FOR CAVALRY HORSES.

CAVALRY DEPARTMENT, CARLISLE BARBACKS, PENNSYLVANIA,

CARLISLE BARRACKS, PENNSYLVANIA,
OFFICE ACTING ASSISTANT QUARTERMASTER,
February 26, 1869.
Sealed Proposals will be received at this office
until 12 M., the 15th day of March, 1869, for furnishing this Department with FORTY (49)
CAVALRY HORSES, to be delivered at Carlisle
Barracks, Pennsylvania, on or before the 15th
of April, 1869.
The horses must be sound in all particulars,
well broken, in full flesh and good condition,
from fifteen (15) to sixteen (16) hands high, from
five (5) to nine (8) years old, and well adapted in
every way to cavalry purposes.

five (5) to nine (9) years old, and well adapted in every way to cavalry purposes.

The foregoing specifications will be rigidly adhered to.

Each bid must be guaranteed by two responsible persons, whose signatures must be appended to the bid and certified to by the United States District Judge, Attorney, or other public officer, as being good and sufficient security for the amount involved.

The right is reserved to reject any bid deemed too high, and no bid from a defaulting contractor will be received.

By order of the Quartermaster-General.

BAY T. GORDON,

Second Lieutenant Sth U. S. Cavalry,

Acting A. Q. M.

## RAILROAD LINES.

READING RAILROAD, GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNS YLVANIA. THE SOUTH WILL, SUSQUEHANNA, SUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS.

WINTER ARRANGEMENT OF PASSENGER
TRAINS, December 14, 1888.
Leaving the Company's Depot at Thirceenth and
Callowhill streets, Philadelphia, at the following
hours:—

At 7:30 A. M. for Reading and all intermediate Stations and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 925 P. M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebagon, Harrisburg, Potaville. Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Bochester, Niagara Falis, Boffaio, Wilkesbarre, Pitt. ton, York, Carlisle. Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Hairroad trains for Alientown cic., and the 815 A. M. train connects with the Lebanon Valley train for Harrisburg, etc., at PORT CLISTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira etc., at HARRISBURG with Northern Central, Cumberland Valley, and Schuyikili and Susquehanna trains for Northmumberland, Williamsport, York, Chambersburg, Pinegrove, etc. umberland, W. Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3 20 P. M. for Reading.
Pottaville, Harrisburg, etc., concecting with Heading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottatown at 545 A. M., s.opping at intermediate stations; arrives in Potladeiphia at 910 A. M., Returning, leaves Philadelphia at 4 P. M.; arrives in Pottatown at 515 P. M.

Pottatown at 6:15 P. M.

READING ACCOMMODATION,
Leaves Reading at 7:30 A M., stopping at all way stations; services in Philadelphia at 10:20 A, M.
Returning, leaves Philadelphia at 10:20 A, M.
Returning, leaves Philadelphia at 4:5 P, M.; arrives in Reading at 7:40 P, M.
Trains for Philadelphia leave Harrisburg at 8:10 A
M., and Pottaville at 8:45 P, M. arriving in Philadelphia at 1 P, M. Afternoon trains leave Harrisburg at 2:05 P, M., arriving at Philadelphia at 6:45 P, M.
Harrisburg Accommodation leaves Reading at 7:15 A, M., and Harrisburg at 4:06 P, M. Connecting at Reading with afternoon Accommodation south at 6:35 P, M., arriving in Philadelphia at 9:35 P, M.
Market train, with a passenger car attached, leaves Philadelphia at 12:30 noon, for Pottsville and all way stations.
All the above trains run daily, Sundays excepted. cepied.
Bonday trains leave Pottiaville at S.A.M., and
Philadelpnia at 515 P. M. Leaves Philadelpnia for
Reading at S.A. M. Returning from Reading at 425
P. M.

CHESTER VALLEY RAILBOAD. Passengers for Downingtown and intermediate points take the 730 A. M., 1230, and 4 P. M. trains from Philadlephia. Returning from Downingtown at 530 A. M., 1245 and 545 P. M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M. and 4 P. M. trains from Philadeiphia, returning from Skippack at 8:10 A. M. and 12 45 P. M. Stage lines for the various points in Perklomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND NEW YORK EXPRESS FOR PITTSBURG AND
THE WEST.
Leaves New York at 9 A. M. and 5 and 8 P. M.,
passing Reading at 1 65 A. M., and 1 30 and 10 19 P. M.,
and connecting at Barris urg with Pennsylvania
and Northern Central Hallroad Express train for
Pittaburg, Chicago, Williamsport, Elmira, Baittmore sign. more, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at \$50 and 5 56 A. M... and 10 50 P. M., passing Reading at 544 and 731 A. M., and 12 50 P. M., and arriving at New York at 11 A. M. smit Erzo and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail Train for New York leaves Harrisburg at \$10 A. M. and 2 25 P. M. Mail train for Harrisburg leaves New York at 12 M.

Trains leave Pottsville at 6 45 and 11:60 A. M., and 6:4 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:36 P. M. SCHUYLKILL VALLEY RAILROAD.

SCHUYLRILL AND SUSQUEHANNA RAIL-ROAD.

Trains leave Auburn at 7:55 A. M. for Pinegrove and tremont. Returning from Harrisourg at 3:50 P. M., and trom Tremont at 7:40 A. M. and 5:35 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading, and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, keading and Potistown, Accommodation Trains, at Reading and Potistown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Potistown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, Ne. 227 S. Fourth office of S. Bradford, Treasurer, Ne. 227 S. Fourth office, Philadelphia, or of G. A. Nicnolls, General attack.

OOMMUTATION TICKETS.

At 25 per cent, discount, between any points desired, for families and firms.

Good for 2006 miles, between all points, at \$52.50 each fer families and firms. For three, six, nine, or twelve months, for holders only, to all points at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished

th carcs entisting themselves and wives to tickets

EXCURSION TICKETS
From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced lares, to be had only at the Ticket Office, at Thirteenth and

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

FREIGHT TRAINS
Leave Philagelphia daily at 4:35 A. M., 12:30 noon,
3 and 6 P. M., 1or Reading, Lebanon, Harrasburg,
Pottsville, Port Clinton, and all points beyond.

Mails
Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2.15 P M.

BAGGAGE.
Dungan's Express will collect baggage for all trains leaving Phinadelphia Depot. Orders can be left at No. 225 8 Fourth street, or at the Depot, Thirteenth and Callowhill streets.

ORTH PENNSYLVANIA RAILROAD.—
FOR BETHLEHEM, DOYLESTOWN, MAUCH
CHUNE, EASTON, WILLIAMSPORT, WILKESBARKE, MAHANUY CITY, MOUNT CARMEL,
PITTSTON, TUNKHANNOUK, AND SCRANTON.
WINTER ARRANGEMENTS.
PRESENCE Trains leave the Depot, corner of BERKS
and AMERICAN Streets, daily (Sundays excepted),
as follows: as follows:—
At 745 A. M. (Express for Bethlehem, Allentown, Mach Chuna, Hazieton, Williamsport, Wilkesbarre, Mananoy City, Pitston, and Tunknannock.
946 A. M. (Express) for Bethlehem, Easton, Allentown, Manch Chunk, Wilkesbarre, Pittston, and Scranton.

At 1.45 P. M. (Express) for Bethlehem, Mauch Chulk, Wilkesbarre, Pittston, and Scranton.

At 1.45 P. M. for Bethlehem, Easton, Allentown and Mauch Chulk.

For Doylestown at 8.45 A. M., 2.45 and 4.15 P. M.

For Fort Washington at 10.45 A. M. and 11.30 P. M.

For Landsdels at 0.20 P. M.

Fitth and Sixth Streets, Second and Third streets, and Union City Passenger Railways run to the new Denth.

Depct. TRAINS ARRIVE IN PHILADELPHIA From Bethlehem at 910 A. M., 210, 525, and 526

From Bethlehem at 9 16 A. M., 2 10, 5 25, and 5 30 P. M.
From Doylestown at 8 35 A. M., 4 55 and 7 P. M.
From Lansdale at 7 36 A. M.
From Fort Washington at 10 45 A. M. and 3 19 P. M.
ON BUNDAYS.
Philadelphia for Bethlehem at 9 30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7 A. M.
Bethlehem for Philadelphia at 7 A. M.
Tickets sold and Baggage checked through at
Man n's North Pennsylvania Baggage Express Office,
No. 1258. FIFTH atreet.
ELLIS CLARK, Agent.

WEST CHESTER AND PHILADELPHIA

RAILEGAD.—WINFER ARRANGEMENT:
Leave Philadelphia from the Depot, THIRTYFIRST and CHESNUT Streets, 745 A. M., 11 A. M.,
2 80 P. M. 4 15 P. M., 4 50 P. M., 5 15 and 11 50 P. M.

Leave West Chester for Philadelphia, from Deport
on Fast Market street at 6 25 A. M., 7 45 A. M., 8 90 A.
M., 10 45 A. M., 1 55 P. M., 4 50 P. M., and 6 55 P. M.

Trains leave West Chester at 5 25 A. M., and leaving Philadelphia at 4 55 P. M., will stop at B. C. Junction and Metia only. Passengers to or from station
between West Chester and B. C. Junction, going
East, will take train leaving West Chester at 7 45
A. M., and going West will take the train leaving
Philadelphia at 4 50 P. M., and transfer at B. C.
Junction.

The Depot in Philadelphia is reached directly by EST CHESTER AND PHILADELPHIA The Depot in Philadelphia is reached directly by the Cheanut and Walnut Street cava. Those of the Market Street line run within one square. The cars of both lines connect with each train upon its arrival.

Arrival.

ON SUNDAYS,

Leave Philadelphia at \$ 30 A. M., and \$ 00 P. M.,

Leave West Cheater at 7 55 A. M. and 4 00 P. M.,

Trains leaving Philadelphia at 7 45 A. M. and 4 750
P. M., and leaving West Chester at 8 00 A. M. and 4 750
P. M., connect at B. O Junction with Trains on P. &

B. C. R. B., for Oxford and intermediate points.

HENRY WOOD, General Supt.

RAILROAD LINES.

1868. FOR NEW YORK,—THE CAMDER AND TRENTON RAILROAD COMPANIES LINES FROM PHICADELPHIA TO NEW YORK, AND WAY PLACES. At \$30 and 10 A. M., 1, \$30, 4:80, 6, and 11:30 P. M. for Fiorence, Edgewater, Riverside, Riverson, Palmyra, and Fish House, and 2 P. for Fiorence and Riverton.

Hiverton.

The 1 and 11-26 P. M. Lines leave from Market Street Ferry (upper side.)

FROM RENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line, Fare 21.

At 7-30 and 11 A. M. 2-30, 3-30, and 5 P. M. for Trenton and Bristol. And at 10-15 A. M. for Bristol.

At 7-30 and 11 A. M. 2-30, and 5 P. M. for Morrisville and Tulytown. At 730 and 11 A. M. 230, and 5 P. M. for Morriaville and Tullytown.
At 730 and 10:15 A. M. and 2:30, and 5 P. M. for Schenck's and Eddington.
At 7:50 and 10:15 A. M. 2:30, 4, 5, and 6 P. M. for Cornwell's, Terrescale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankiord, and at 8 P. M. for Holmesburg and intermediate Stations,
FROM WEST I HILADELPHIA DEPOT.
Via Connecting Railway.
At 9:45 A. M., 120, 4, 6:30, and 12 P. M. New York Express Liller, via Jersey City; Fare, 52 56.
At 11:30 P. M. Emigrant Lins; Fare, 52
At 9:45 A. M., 1:20, 4:6:30, and 12 P. M. for Trenton.
At 9:45 A. M., 2, 6:30 and 12 P. M., for Brestol.
At 12 P. M. (Right), for Morriaville, Tullytown, Schenck's, Eddington, Cornwell's Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9:45 A. M., 6:30 and 12 P. M. Lines will run

burg, Tacoay, Wissinoming, Bridesburg, and Frankford.

The 945 A. M., 630 and 12 P. M. Lines will run daily, All others, Sundays excepted.

For Lines leaving Rensington depot take the cars on Third or Fifth streets, at Chesnut, 30 minutes before departure. The cars of Narket Street Estiway run direct to West Philadelphia Depot. Chesnut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 945 A. M. 6780 and 12 P. M. Lines.

BELVIDERS DE LAWAKE RAILROAD LINES, PROM ENSINCTON DEFOT.

At 730 A. M. 107 Negara Falls, Bullaio, Dunkirk, Elmira, Ithaca, Owego, technetic, Binghamton, Oswego, Syracuse, Great Bond, Montrose, Wilkesbarre, Scranton, Stroughburg, Water Gap, Schooley's Mountain, etc.

At 7:30 A. M. and 5:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 8:30 P. M. Line connected direct with the "rain leaving Easton for Manch Chank, Atlentown, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate Sta-tions. CAMDEN AND BURLINGTON COUNTY IAND PEMBERTON AND HIGHTSTOWN RAIL-

FEMBLETON A RD HIGHTSTOWN RAILLOADS.
FROM MARKET STREET FERRY, (Upper Side.)
A17 and 10 A. M., 1'30, 3'30, and 5'30 P. M., for Merchanteville, Mourestown, Hartford, Masonville,
halasport, Houst Holly, amitaville, Ewanaville
Vincentows, Birraingham, and Pemberton.
A1 7 A. M., 1'30 and 3'30 P. M., for Lewistow
Wrightstown, Cookstown, New Egypt, Hornerstown,
Cream Ridge, Imia; 5town, Sharon, and Hightstown,
11 16 WILLIAM H. GATZMEE, Agent,

DENNSYLVANIA CENTRAL KAILROAD FALL TIME, TAKING EFFECT NOV. 22, 1868. FALL TIME, TAKING EFFECT NOV. 22, 1858.
The trains of the Pennsylvania Central scaling diegve the Lepot, at Thirty-Flust and Mark for Streets, which is reached directly by the Markot Street cars, the last car connecting with each train leaving From and market streets thirty minutes before its departure. The Cheanut and Walnut Streets cars run within one aquare of the Depot.

Stepping Car Tickets can be had on application at the Ticket office N. W. corner Ninh and Cheanus streets, and as the depot.

Agents of the Union Transfer Company will can for and deliver baggage at the depot, Orders left at No. 501 Cheanut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ:-Paul Accommodation, 10 30 A. M., 1'10, and 9 up Fast Line...... Krie Express..

Cincinnati Express 210 A. M.
Philadelphia Express 320 A. M. 3 40 and 7 10 P. M.
Philadelphia Express 320 A. M. 3 40 and 7 10 P. M.
Eric Mail and Bulfalo Express 320 A. M. 3 40 and 7 10 P. M.
Farkesourg Train 210 A. M.
Fast Line 10 00 A. M.
Fast Line 12 30 P. M.
Lancaster Train 12 30 P. M.
Eric Express 220 P. M.
Eric Express 220 P. M.
Ever further toformation apply 60
For inriber toformation apply 50
For inriber toformation apply 50
For inriber toformation apply 50
FOR NCIS FUNK, Ticket Agent,
No. 901 OHESNUT Street,
FRANCIS FUNK, Ticket Agent,
With the terms of this advertisement.

PRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
No. 116 MARKET Street,
SAMUEL H. WALLIACE,
Ticket Agent at the Depot,
Ticket Agent at the Depot,
The Fennsylvania Ballread Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred
Dollars in value. All Baggage exceeding that amount
in value will be at the risk of the owner, unless taken
by special contract, EDWARD H. WILLIAMS,
General Superintendent Altoona, Fa.

PHILADELPHIA, WILMINGTON, AND BALLIMORE RAILKOAD,—TIME TABLE,—Commencing MONDAY, November 23, 1863.—Trains will leave Depot corner Broad street and Washington avenue, as follows:—Way, Mail Train at 320 A. M. (Sundays excepted), for Eattimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisheld and intermediate stations.

Express 1 Train at 12 M. (Sundays excepted) for Bailmore and Washington, stopping at Wilmington, Perry ville, and Havre-ce-drace, Connects at Wilmington with train for New Castle.

Express 1 Train at 400 P. M. (Sundays excepted), for Bailmore and Washington, Stopping at Chester, Thuriow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eleton, North-East, Charlestown, Perryville, Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chases, and Stemmer's Rus.

Night Express at 11:30 P. M. (Dally) for Bailmore Run.

Bight Express at 11:30 P. M. (Daily) for Baltimore and Washington, Stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elikton, North-East, Perryville, and Havre de Grace.

Passengers for Fouriess Monroe and Nortolk will take the 12:10 M. Irain.

Passengers for Foiriess Montes and Notation take the 12'00 M. train.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 11'00 A. M., 2 30, 5 '00, and 7'00 P. M. The 5'00 P. M. Train connects with Delaware Railroad for Harrington and intermediate various. ware Railroad for Harrington and intermediate stations.
Leave Wilmington 7:00 and 8:10 A. M., 1:30, 4:15, and 7:00 F. M. The 8:10 A. M. Train will not stop between Chester and Phisadelphia. The 7:00 F. M. Train from Wilmington runs daily; all other Accommodation Trains condays excepted.

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mall. 9:35 A. M., Express. 2:25 F. M., Express. 7:25 F.

stanton, Newport, withings and Chester.

Through lickets to all points West, South, and Through lickets to all points West, South, and couthwest may be procured at ticket office, No. Side outhwest may be procured at licket office, where also state Rooms and Earths in Sieeping cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

CHILADELPHIA AND ERIE RAILROAD. WISTER TIME TABLE-THROUGH AND DIRECT ROUTE BEIWEEN PHILABELPHIA, BALTIMORE, HABRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYL-VANIA.

Literant Sieeping Cars on all Night Trains.

Literant Sieeping Cars on all Night Trains.

On and after MUNDAY. November 23, 1865, the

On and after MUNDAY. November 23, 1865, the

trains on the Philadelphia and Eric Railroad will

trains on the Philadelphia and Eric Railroad will

trains of the Strain Strain

.. 10.65 A. M.

WEST JERSEY RAILBOADS,-FALL AND WINTER ARRANGEMENT.

From foot of MARKET Street (Upper Ferry).

Commencing WEDNESDAY, September 15, 1868.

TRAINS LEAVE AB FOLLOWS.

For Oape May and stations below Millylle, Fig. P. M.
For Millville, Vineland, and intermediate stations
816 A. M., 215 P. M.
For Bridgeton, Salem. and way stations 818 A. M.
and 880 P. M.
For Woodbury at 818 A. M., 818, 8180, and 600 P. M.
Freight train leaves Camden daily at 12 o'clock Freight received at second covered wheafreig Wainut street, daily. Freight Delivered No. 128 South Delawareaved WILLIAM J. SEWELL

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND TIME TABLE.
FOR GREMANTOWN.
Leave Philadelphia at 6, 7, 8, 9 05, 10, 11, 12 A, M., 1, 2, 8 15, 35, 4 5, 5 5, 4 10, 7, 8 9 10, 11, 12 P, M.
Leave Germantown at 6, 7, 7%, 8, 8 20, 9, 10, 11, 12 A, M., 1, 2, 2, 4, 4%; 8 6%, 7, 8, 9, 10 11 P, M.
The 8 20 down brain, and 8% and 8% up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9 is A. M., 2, 7, and 10% P. M.

Leave Gormantown at 6 is A. M., 1, 6, and 9% P. M. CHESTNUT BILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.

Leave Chestnut Hill at 7-10, 8, 9-40, 11-40 A. M., 1-40, 8-40, 5-40, 6-40, 8-40, and 10-40 P. M.

ON SUNDAYS.
Leave Philadelphia at 9 15 A., 2 and 7 P. M.
Leave Chestaut Hill at 7:50 A. M., 12:40, 8:40, and 9:25

FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia at 6, 7%, 9, and 11-05 A. M., 114, 8, 4%, 5% 5%, 8 05 and 11% b. M. Leave Norristown at 5 40, 7, 7-50, 9, and 11 A. M., 116, 8, 4%, 5%, and 8% P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M.; 2% and 7% P. M.
Leave Norristown at 7 A. M.; 3% and 9 P. M. FOR MANAYUNE.

Leave Philadelphia at 6, 7%, 9, and 11°06 A. M.; 1%, 5, 4%, 5%, 6%, 806, and 11% P. M.

Leave Manayunk at 6°10, 7%, 8°20, 9%, and 11% A. M.

2, 8%, 5, 6%, and 9 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A, M; 2½ and 7½ P. M.

Leave Manayunk at 7½ A, M; 5 and 9½ P, M

W. S. WILSON, General Superintendent.

Depot, Ninth and Green streeta.

## PROPOSALS.

DROPOSALS FOR SUBSISTENCE STORES.

HEADQUARTERS DISTRICT OF THE
INDIAN TERRITORY, OFFICE
CHIEF COMMISSARY OF SUBSISTENCE,
FORT GIBSON, C. N., Jan. 21, 1889.
Sealed Proposa's, in duplicate, will be received at the office of the undersigned, at Fort Gibson, C. N., until 12 o'ciock M., MONDAY, March 15, 1889, for the delivery of Subsistence Stores, as follows:—
AT FORT GIBSON, CHEROKEE NATION,

550,000 pounds of Flour.
75,000 pounds of Bacon.
25,000 pounds of Sait.
5,000 gallons of Vinegar.
400 barrels of Pork.

And Corn Meal in such quantities as may be The Flour to be equal in quality to the best XXX brands of the St. Louis market, and put up as follows:—125,000 pounds to be put up in barrels full head lined, and 425 000 pounds to be put up in double sacks, of gunny sacking and cotton sheeting.

The Bacon'to be of first quality, and put up as tollows:—20,000 pounds in tierces or casks, and 55,000 pounds in gunny sacks of about 125 pounds each. pounds each.

The Salt to be of good quality, and put up as follows—10,000 pounds in barrels and 15,000 pounds in double sacks of gunny sacking and cotten sheeting.

The Vinegar to be of best quality, and made of whisky of full strength, and to be put up as follows:—1000 gallons in barrels of good quality, securely hooped, and 4000 gallons to be put up in |casks containing not more than 23 gallons each, the casks to be of best quality, painted, and to have four iron and eight bickory hoops

on each.

The Pork to be prime mess pork, to be put up securely in good barrels containing 200 pounds securely in good barrels containing 200 pounds each.

The Corn Meal to be of best quality, and put up in barrels or sacks, like the flour, as may be required. The person or persons to whom any award is made must be prepared to execute contracts and give the required bonds at once, and be in readiness to commence the delivery of stores on the 20th day of A pril. 1869, and to continue the same in such quantities as may be required until the lat day of December, 1869, at which time the whole amount of the article or articles contracted for must be supplied.

Eamples of articles (except meats) must accompany the proposals, in boxes or bottles, and not in paper parcels.

not in paper parcels.

Each bid must be accompanied by a good and

with the terms of this advertisement with the terms of this advertisement.

Proposals may be for the whole or any part of
the stores required.

Any contract awarded under this advertisement will be made subject to the approval of
the Commissary-General of Subsistence, U. S.
Army, and the right is reserved to reject any or
all bids.

All stores delivered will be subject to a rigid

inspection.

Payments upon the contracts awarded will be made monthly in current funds, or as soon as the same shall have been received.

as the same shall have been received.

Bidders are invited to be present at the opening of proposals, which will take place on the day and hour above specified. Blanks for proposals and bonds will be furnished on application to this office.

Proposals must be plainly indorsed, "Proposals for Subsistence Stores," and addressed to the Chief Commissary of Subsistence, District Indian Territory, Fort Gibson, C. N.

By order of [265w]

By order of
Brevet Major-Gen. B. H. GRIERSON.
A. F. ROCKWELL, Byt. Lieut.-Colonel and A.
Q. M. U. S. A., C. C. S. Dist. Indian Territory. S. ORDNANCE AGENCY, Corner Houston and Greene Streets, (Entrance on Greene; P. O. Box SII.)

(Entrance on Greene; P. O. Box SII.)

NEW YORK, Feb. 18, 1869.

Sealed Proposals, in duplicate, will be received at this office until SATURDAY, March 27, 1869, at 12 M., for purchasing, in quantities, the following kinds of ORDNANCE SPORES, now on hand at the different arsenals in the

United States:—CARTRIDGES For Spencer's carbine...Cal. 50 and 52)
For Pallard's do. ... "
For Henry's do. ... "
For Remington'sdo. ... "

41 Metallic 41 | primed. Warner's do. For Starr's do. 54 Linen. 8 musket cartridges, 51 Rifle musket cartridges, Paper.

Burnside's carbine car-

bres of cannon; round shos, suells, canister and spherical case, for all calibres. Also, fixed am-munition for the same. Musket percussion caps from broken-up am-

Musket percussion caps from broken-up ammunition.

The Ordnance Department reserves the right to reject all bids not deemed satisfactory. Prior to the acceptance of any bid it will have to be approved by the War Department.

Terms cash. Ten per cent. payable on the day of sale, and the remainder when the property is delivered. Twenty days will be allowed for the removal of stores.

Hidders will state explicitly the point or points where they will accept storss. Deliveries will only be made at the arsenals.

Samples can be seen at this effice, or at any of the arsenals in the United States.

Proposals will be addressed to the undersigned, and endorsed "Proposals for purchasing Ordnance Stores." For further information apply to the undersigned.

Ordnance Stores." For apply to the undersigned. S. CRISPIN,
Brevet Colonel U. S. A.,
Major of Ordnance.

A new Course of Lectures, as delivered at the New York Museum of Anatomy, embracing the subjects:—How to Live and What to Live for; Youth, Maturity, and Old Age; Manhood Generally Reviewed; The Cause of Indigestion; Flatulence and Nervous Diseases Accounted For; Marriage Philosophically Considered, etc. etc. Pocket volumes containing these Lectures will be forwarded, post-paid, on receipt of 25 cents, by addressing W. A. LEARY, JR., S. E. corner of FIFTH and WALNUT Streets. PHILOSOPHY OF MARRIAGE. A LEXANDER G. CATTELL & CO PRODUCE COMMISSION MERCHANTS, NO. 26 NORTH WHARVES

No. M NORTH WATER STREET, M. PHILADELPHIA. ALEXANDER 6.1 CATERIA.

**AUCTION SALES** 

M. THOMAS & BONS, NOS. 139 AND 141

A duilblatrator's Pale—Estate of C Weldon, deceased, HERBY, CARRIAGES, HEARSE SLEGGES, HARNINGS ROBES, BELLS, STABLE FIXTURAS, ETC., ETC.

On Monday Morning,
March 8, at in e'clock, at the N. E. corner of Seventeenth and Vine atreets, the entire stock, computering 8 houses, 2 handsome close carriages, 2 Germantown wagons, 1 handsome hearse (glass), 3 sleigha, sirighbulls, robes, blatkels, 4 sats double harness, stable fixtures, etc.

VALUABLE REAL ESTATE MACHINERY TOOLS, AND PERSONAL PROPERTY OF "THE NATIONAL JRON ARMOR AND SHIP BUILDING COMPANY," KAIGHN'S POINT, N. J.

March 2 1869, at 10 o'click, will be soid at public sale, on the premises, in the South was dot Osmden, N. J., by order of the United States District Court for the District of New Jersey, all the valuable real estate, wharves, marine railway, buildings, improvements, molive power, machinery, tools, fixtures unfinished machinery, boiles, timber, scrap-iron, personal property, and assets of the National Icon Armor and Ship Building Company, bankrupt Catalogues now ready.

SALE OF REAL ESTATE AND STOCKS. BARING Street, west of Thirty-ninth-Large Lote, ARCH, Nos. 567, 569, and 511-Large Lot, 84 by 280 feet.
GREEN, Germantown-Large Lot, 186 by 193 feet.
REED, No. 1569-Monern Dwelling.
GATHARINE, Nos. 1129 and 1131-Modern CATHARINE, Nos. 1129 and 1131-Modera
Dwelling.
LOCUST, No. 2625-Stable and Coach House.
FRONT and Harrison-Basiness Stand, "Maler's Hotel."
THIRD (south), No. 611-Store and Dwelling.
B+11ESBURG-Clay Lot, 18M.
SIXTEENTH (north), No. 556-Modern Residence.
BROWN No. 2307-Modern Dwelling.
COLUMBIA AVENUE, No. 1134-Half interest in
Confectionery by Siness.
20 Shares Neitonal Bank of Northern Liberties.
20 Shares Ken Ington National Bank.
41 Shares Germattown and Parkiomen Tarzpike.
20 Shares Ken Ington National Bank.
42 Shares Germattown and Parkiomen Tarzpike.
20 Shares Salonal Bank of Commerce.
30 Shares National Bank of Commerce.
12 Shares Girard National Bank.
15 Shares Camden and Atlantic Railrond (old),
20 Shares Seventh National Bank.
15 Shares Seventh National Bank.
16 Shares Camden and Atlantic Railrond (old),
20 Shares Seventh National Bank.
17 LINTING. DURBOROW & CO., AUCTION.

BUNTING, DURBOROW & CO., AUCTIONS of Bank street, Successors to John B. Mysrs & to. LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GGOES, ETC., On Monday Murning, [32 St. March 8, at 10 o'clock, on four months' credit.

SALE OF 2000 CASES BOOTS, SHOES, TRA-VELLING BAGS, ETC. On Tuesday Morning, March 9, at 100 clock, on four months' credit, [3 2 56 LARGE SPECIAL SALE OF READY-MADE CLOTHING.

On Wednesday Morning, March 19,
At 10 o'clock, on four months' credit, embracing full lines of isshionable spring styles of the well-known and favorite manufacture of Messrs, Devilin & Co... of New York.

Particulars hereaster. [3276]

THOMAS BIRCH & SON, AUCTIONEBRA
AND COMMISSION MERCHANTS, No. 1116
CHESNUT Street: rear cutrance No. 1107 Senacm st UMPORTANT PEREMPTORY SALE HIGH CLASS OIL PAINTINGS,

HIGH CLASS OIL PAINTINGS;
the Private Collection of
B. H. GRATZ, E. Q.
Mr. GRATZ, being about to visit Egrope, has instructed us to sell at public sale bis enlire collection
of high-class Paintings, by distinguished European
and American artists.
The sale will take place on
Thursday Evening,
March 11, at 7½ o'clock, at
No. 1231 CHESNUT Street.
Ca'alogues will be ready, and the Paintings open
for exhibition, on Monday, the 8th inst.
Mr. GRATZ'S RESIDENCE No. 1206 Walnut street.
Also, elegant COUN'RY REZIDENCE, at Chestnut Hill, together with the elegant Furniture, will
also be sold; of which due notice will be given. [22]

B SCOTTS ART GALCERY, No. 1030 CHES

CARD—The undersigned will give particular at-fention to Sales at Dwellings of parties removing. Having no place for ato age of furniture, it will be to my interest to make clean sales, they consign and of Merchandise respectfully solicited.

SPECIAL SALE OF EXTRA QUALITY TRIPLE

BILVER PLATED WARE.

On Monday Morning.

Sth instant, at 10½ o'clock, at Scott's Art Gallery.

No. 1020 Cosenut street, will be said a full assortment of best quality triple sliver plated ware, comprising full tea sets, coffee urns, los pitchers, trays, goblets, castors, salvers, butter, cake and fruit dishes, all warranted as represented or no sale. 52 TARTIN BROTHERS AUCTIONE No. 129 OH ASNUT St., rear entrance from Minor

Large Fale at the Auction Rooms.

HANDSOME WALNUT HOUSEHOLD FURNITURE. MIRRORS. FINE CARPETS, STEAM ENGINE SUPERIOR HARNESS, FINE CHINA AND GLASSWARE, ETC.

On Wednesday Morning,

March 10, at 10 o'clock, at the auction rooms, No. 529 Chesont street, by catalogue, the usual large and excellent assortment of superior furniture. [354]

SALE OF THE VALUABLE PUBLICATIONS
OF THE LATERSV. ISAAC LEESER DEVD.
Jewish Bibles, Daily and Holiday Prayer Books, Discourses and other Works,
On Monday Evenleg,
March 15, at 71 o'clock, at the auction store,
Particulars hereafter,
[358]

CLABE & EVANS, AUCTIONEERS, NO. 610 Will sell THIS DAY, Morning and Evening, A large invoice of Biankets, Bed Spreads, Dry Goods Cloths, Cassimeres, Hosiery, Stationery, Table and Pocket Cutlery, Notions, etc. City and country merchants will find bargains. Terms cash,

oods packed free of charge C. D. MCCLEES & CO., AUCTIONEERS, No.

BALE OF 1000 CASES BOOTS, SHOES, BRO-GANS, E i C
On Monday Morning,
March 8, at 10 o'clock. Also, ladies', misses', and
children's city-made goods,
N. B - Sale every Monday and Thursday. \$44t K LENAN, SON & CO., AUCTIONEERS

ENGINES, MACHINERY, ETO, PENN STEAM ENGINE AND
PENN STEAM ENGINE AND
PRACTICAL AND THEORETICAL ENGINERRY
MACHINISTS, BOILER-MAKERS, BLACK,
SMITHE, and FOUNDERS, having for many years
of the successful operation, and been exclusively
ingaged in building and repairing Marine and River
Engines, high and low-pressure, Iron Bollers, Water
tranks, Propellers, etc., capectfully offer their
vervices to the public as being mily prepared to conract for engines of all sixes, Marine, River, and
instance of the public as being mily prepared to conract for engines of all sixes, Marine, River, and
instance of the public as being mily prepared to
the propellers, etc., respectfully offer their
vervices to the public as being mily prepared to
the propellers, etc., respectfully offer their
very description of pattern-making made at the
shortest notice. High and Low-pressure Fine
inbular and Cylinder Bellers, of the best Pennsylvadia charcoal iron, Forgings of all sizes and kinds,
rea and Brass Castings of all descriptions. Roll
with the above business.

Drawings and specifications for all work done at
the subscribers have simple wharf-dook room have
teed.

The subscribers have simple wharf-dook room by

geed.
The subscribers have simple wharf-dock room for repairs of boats, where they can lie in perfect safety, and are provided with ahears, blocks, falls, etc. sto for raising heavy or light weights.

JACOB C. NEAPIE,
JOHN P. LEVY,
PH. BEACH and PALMER Streets.

J. VACORN MERRICE.

J. VACORN MERRICE.

JOHN R. COPE.

JOHN R. FOUNDRY, FIFTH AND

WASHINGTON Streets.

FHILADRIPHIA

MERRICE & SONS.

MERRICE & SONS.

MENDIACUTE High and Low Pressure Steam Engines

for Land, River, and Marine Service.

Bollers, Gesometers, Tanks, Iron Boats, etc.

Castings of all Rinds, either Iron or brass.

Life Frame Rock for Gas Work, Workshops, and

Salirose Stations, etc.

Record and Gas Machinery, of the latest and most

improved Construction. Every description of Plantation Machinery, also Every description of Plantation Machinery, also Egar. Saw, and Grist Mills, Vacuum Pans, Oli elean: Trains, Defecators, Filters, Pumping, Marcines, etc.
Sole Agents for N. Billeux's Patent Sugar Boiling
Apparatus, Nesmyth's Patent Steam Hammer, and
Appirusal & Woolsey's Patent Centringal Sugar
Draining Machines.

DENNSYLVANIA HOSPITAL .-The attending Managers are:—
Wister Morris, No. 208 S. Third street.
S. Morris Wain, No. 128 S. Delaware avenue.
Attending Physician—J. M. Da Costa, M. D., No. 186 Spruce street.
Attending Surgeons—William Hunt, M. D., No. 1808 Spruce street. Spiuce street, Thomas George Morton, M. D., No. 1421 Chemnut The Physician and Surgeons attend at the Hospital every day (Sundays excepted) to receive applications for admission.

Persons seriously injured by accident are always admitted if brought to the Hospital immediately harvester.